

S E C R E T

DETACHMENT H

28 September 1967

STANDARD OPERATING PROCEDURE

1. This supersedes H-45-18, 1 August 1966

TRACKER, DRIFT SIGHT AND SEXTANT  
OPERATING PROCEDURES

PURPOSE: The purpose of this SOP is to establish the proper procedures for Tracker section personnel to follow for the generation and launch of operational, training or maintenance sorties.

SCOPE: This SOP applies to all Tracker Section personnel.

RESPONSIBILITY: It is the responsibility of the section supervisor to insure adherence to this SOP.

PROCEDURES: The following is a chronological order of events following the alert of operational, training or maintenance sorties and will be adhered to as noted in this SOP.

A. Alert Received:

- 25X1A
- (1) Normal duty hours notification will come directly from the Chief of Maintenance or the Director of Materiel. Weekends and holidays a representative of this section will go to the Club between hours of 1000 to 1200 where he will be notified of the alert. He will report directly to the hangar and check in with the Chief of Maintenance or his representative.
  - (2) The sortie information will be obtained from the alert board in the maintenance office or from the daily sortie flimsy.
  - (3) The appropriate FAK will be prepared.
  - (4) Operation, standby and spare Trackers will be selected from the section's equipment status chart.
  - (5) Trackers will be submitted to pre-operational checks and check sheets completed. Note: This operation will be performed the day prior to the launch whenever possible.
  - (6) The operational and standby Tracker will be loaded with material and cycled a minimum of 10 times in the shop. When the 614 (35MM) Tracker is used, it will be cycled 5 times outside of the case and 5 times in the case.

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B. Ten hours before take-off (Ops missions only):

- (1) Nitrogen bottle (1800 PSI or more) connected to D/S system.
- (2) Nitrogen turned on and flowmeter set at 10 L.P.

C. 3 1/2 hours before take-off. (Training Missions: 3 hours before take-off)

- (1) Tracker outside mirror installed.
- (2) Tracker is then cycled a minimum of 15 times.
- (3) If "B" hatch is to be used, it will be thoroughly vacuumed and all windows will be cleaned. Window covers will be placed on windows.  
Note: Windows will be cleaned only when they are to be used.

D. 2+45 hours before take-off. (Training Missions same)

- (1) D/S and Sextant domes will be cleaned and checked.
- (2) Sextant presentation, illumination, bubble size, controls and filter are checked.
- (3) The D/S hand control is checked.
- (4) The averager wind and start action, indices alinement and length of operation are checked.
- (5) The D/S and Sextant viewing lens are cleaned.

E. 2+30 hours before take-off. (Training Missions same)

- (1) Tracker is secured in proper hatch.
- (2) Hatch is positioned under the aircraft.
- (3) Power is applied to the aircraft and Tracker, heater and blower switches are turned on. The heater and blower are checked while the Tracker is cycling.
- (4) The D/S power changer is checked.
- (5) Protective inside window covers removed.

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- (1) The hatch is raised and secured.
- (2) For operational missions, the security form is completed and signed.
- (3) 10 hours before take off
- (4) Accompany the aircraft to taxiway and proceed to purge the D/S with dry nitrogen from the MA-2.
- (5) Remove the proper window covers one minute after engine start.
- (6) Four minutes after engine start, place D/S - Sextant purge switch to Sextant position, disconnect purging hose, properly secure purge connector, return purge switch to D/S position and secure access door.
- (7) Secure the nitrogen bottle and relieve the pressure in the purging hose, then back off the control handle.
- (8) Window covers will be left in PE van to be used for recovery.

25X1A

  
Detachment Commander

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